**TIME IS IMPORTANT**
**Take TIME to be SAFE**

TRAINMASTER

**Gerald Fostine**.....**Santa Rosa**

ASSISTANT TRAINMASTER

**E. E. Shipley**.....**Petaluma**

ROAD FOREMAN OF MOTORS

**H. E. Jamieson**.....**Santa Rosa**

HOSPITAL DEPARTMENT SURGEONS

| Location | Name | Title |
|---|---|---|
| San Francisco | Dr. V. M. Strange | Chief Surgeon |
| Petaluma | Dr. F. E. Ems | Associate Physician and Surgeon |
| Petaluma | Dr. J. J. Mohrman | Dist. Physician and Surgeon |
| Petaluma | Dr. L. S. Sanella | Assistant Oculist and Aurist |
| Sebastopol | Dr. Leo B. Cohenour | Emer. Physician and Surgeon |
| Guerneville | Dr. W. N. Makaroff | Dist. Physician and Surgeon |
| Guerneville | Dr. W. I. Ellison | Emergency Surgeon |
| Santa Rosa | Dr. L. E. Avery | Dist. Physician and Surgeon |
| Santa Rosa | Dr. A. M. Bowles | Dist. Physician and Surgeon |
| Santa Rosa | Dr. J. L. Spear | Oculist and Aurist |

Note—Emergency surgeons should be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITAL

GENERAL HOSPITAL.....SAN FRANCISCO

WATCH INSPECTORS

**Rule 2.** Designated Watch Inspectors:

K. I. Dunlap, Mgr. Time Service.....65 Market Street, San Francisco
A. Solari.....745 3rd Street, San Francisco
G. D. Davidson Co., Traveling Watch Inspector.....
Lynn Richey.....165 Main Street, Petaluma
Chester Kradjan.....502 4th Street, Santa Rosa
W. R. Edwards.....119 Santa Rosa Avenue, Sebastopol

# PETALUMA AND SANTA ROSA RAILROAD COMPANY

# TIMETABLE No. 41

EFFECTIVE TUESDAY, JANUARY 1, 1963
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

G. L. MORRISON
Vice President and General Manager

S. J. MACKIE
Superintendent

PETALUMA AND SANTA ROSA RAILROAD COMPANY
TIMETABLE No. 41
JANUARY 1, 1963

| NORTHWARD Mile Post Location | | STATIONS | | Station Number | SOUTHWARD Distance from Santa Rosa |
|---|---|---|---|---|---|
| 0.00 | Yard Limits | PETALUMA | BDKYP | 37 | 23.2 |
| 3.6 | | DENMAN | | 53 | 19.6 |
| 11.3 | | TURNER | | 115 | 11.9 |
| 13.2 | | CUNNINGHAM | | 130 | 10.0 |
| 16.7 | | SEBASTOPOL | P | 165 | 6.5 |
| 17.7 | | GRAVENSTEIN | | 170 | 5.5 |
| 23.2 | | SANTA ROSA | KP | 215 | 0.0 |

| NORTHWARD Mile Post Location | | WEST PETALUMA BRANCH STATIONS | | Station Number | SOUTHWARD Distance from West Petaluma |
|---|---|---|---|---|---|
| 0.0 | Yd Lmts | PETALUMA | BDKYP | 37 | 1.4 |
| 1.4 | | WEST PETALUMA | | 220 | 0.0 |

| NORTHWARD Mile Post Location | | FORESTVILLE BRANCH STATIONS | | Station Number | SOUTHWARD Distance from Graton |
|---|---|---|---|---|---|
| 16.7 | Yd Lmts | SEBASTOPOL | P | 165 | 4.2 |
| 20.9 | | GRATON | | 260 | 0.0 |

Additional Stations

| Mile Post | Name | Station No. |
|---|---|---|
| 0.8 | Cinnabar | 45 |
| 11.8 | Hessel | 120 |
| | **Forestville Branch** | |
| 19.0 | Molino | 240 |
| 19.6 | Barlow | 245 |
| 20.3 | Hop Yard | 255 |
| 21.5 | Manzana | 265 |
| 21.6 | Sagu | 267 |
| 22.7 | Ross | 275 |



## SPECIAL INSTRUCTIONS

**Rule 93.** Yard limits are established to include all tracks.

**Rule 98.** Railroad crossings at grade not interlocked:
Petaluma.....NWP.....Crossing of yard tracks.
Santa Rosa.....NWP.....Crossing of main track. STOP Flag protection must be provided.

**Rule 103-A. Sebastopol:** Movements over Bodega-Santa Rosa Ave. must not enter the crossing until traffic signal on Main St. displays a flashing yellow signal. When flashing yellow light is displayed and movement does not enter crossing within 1½ minutes, crossing must not be entered until traffic light displays green aspect for Main St. traffic.

**Rule 104-C. Santa Rosa:** Movements to east yard through Mead Clark spur and NWP crossover must stop clear of Sebastopol siding until it has been ascertained there are no NWP trains or engines closely approaching the crossover in either direction.

**Manzana:** Movements over highway crossing on Poletti Packing House track must not be made except under flag protection.

**Rule 872.** Motormen, when commencing work, will check water and fuel oil supply on diesel electric motors and if necessary will take fuel and water. Diesel electric motors must not leave Petaluma with fuel oil gage showing less than one-half full.

### PETALUMA JOINT TRACK

Joint track for interchange of cars between P&SR and NWP:

Commencing on NWP yard track 50 feet south of Jefferson St., and continuing to a point where it connects with the P&SR yard track about 80 feet south of the line of Copeland St., thence on this P&SR yard track to the point where it connects with the P&SR main track at Copeland St.

NWP RR track at Park Siding is designated as an additional interchange for receipt and delivery of cars between NWP RR and P&SR. This track will be used jointly by the NWP and P&SR.

# SPECIAL INSTRUCTIONS

## SANTA ROSA JOINT TRACK

NWP tracks No. 3, 5 and No. 6 are for joint use of P&SR and NWP.

Track No. 3 is to be used to reach the platform for loading or unloading heavy machinery for P&SR delivery.

Track No. 6 is to be used jointly with the NWP for team track purposes. The following tracks are jointly operated by P&SR and NWP.

(a) From east interchange switch west of Roberts Ave., to west wye switch at Stop 45.

(b) From the west wye switch at Stop 45 to 3000 feet south thereof.

Capacity of interchange track Santa Rosa, 4 cars.

## MISCELLANEOUS

NWP cars on spot handled by P&SR crews during switching movements must be returned to exact spot from which they were moved.

Impaired side clearance along yard tracks between wharf and warehouse at Petaluma. Trainmen must not ride on side of cars.

## SPEED RESTRICTIONS

Movements must not exceed the following maximum speeds (shown in miles per hour):

Between:

| | |
|---|---|
| Petaluma and Santa Rosa | 15 |
| Petaluma and West Petaluma | 15 |
| Sebastopol and Ross | 15 |

| For other than main tracks and branch lines | With caution not exceeding MPH: |
|---|---|
| Through sidings, yard and other tracks, crossovers and turnouts | 10 |

The above speeds are the maximum speeds permitted. Speed must be further reduced as prescribed by speed signs or by timetable bulletin. When fog, storms or other conditions obscure track or signals speed of movements must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY.

## OTHER SPEED RESTRICTIONS

Southward motors handling more than 100 tons must not exceed 4 MPH passing Ross MP 22.69 and must not exceed 10 MPH on descending grade between Ross MP 22.69 and MP 21.94.

Southward motors handling more than 100 tons must not exceed 4 MPH passing Hurlbutt MP 17.90 and must not exceed 8 MPH between Hurlbutt MP 17.90 and Sebastopol MP 16.65.



# RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT

## GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety and is required.

To enter or remain in the service is an assurance of willingness to obey the rules.

The public judges a railroad by the appearance and conduct of its employes, quality of service, and condition of its property. Courteous, considerate treatment of patrons is of first importance in retaining and increasing the volume of business, and affects the extent of security and opportunity for employes in the Company's service.

## GENERAL RULES

**Rule A.** Employes whose duties are in any way affected by the timetable must have a copy of the current timetable, and supplements if any, with them while on duty.

**Rule B.** Employes must be conversant with and obey the rules and instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

**Rule D.** Persons employed in any service on motors are subject to the rules and instructions.

**Rule E.** Employes must render every assistance in their power in carrying out the rules and instructions and must report promptly to the proper officer any violation thereof.

**Rule G.** The use of intoxicants or narcotics by employes subject to duty is forbidden. Being under the influence of intoxicants or narcotics while on duty or their use or possession while on duty, is sufficient cause for dismissal.

**Rule M.** Employes must exercise care to avoid injury to themselves or others. They must observe condition of equipment and the tools which they use in performing their duties, and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are impaired.

They must expect the movement of motors or cars at any time, on any track, in either direction.

They must not stand on the track in front of an approaching motor or car for the purpose of boarding it.

Carelessness by employes of the safety of themselves or others will not be condoned.

## DEFINITIONS

**Main Track.** A track extending through yards and between stations, upon which motors may operate subject to the rules.

**Motor.** A unit with or without cars propelled by any form of energy, or a combination of such units operated from a single control, used in switching service.

**Station.** A place designated in the timetable by name.

**Timetable.** The authority governing the movement of motors subject to the rules. It contains the Special Instructions and the Rules and Regulations of the Transportation Department.

**With Caution.** To run at reduced speed, according to conditions, prepared to stop short of a motor, car, misplaced switch, derail or other obstruction, or before reaching a stop signal. Where circumstances require, motor must be preceded by a flagman.

**Yard.** A system of tracks within defined limits, other than main track, provided for the storing of cars and other purposes, over which movements may be made subject to such rules, instructions and signals as may be prescribed.

**Yard Limits.** The territory specified by the timetable to designate the points between which motors may operate on main tracks under the provisions of Rule 93 and within which limits motors are restricted in their movements on all tracks.

## STANDARD TIME

**Rule 1.** Clocks bearing the prescribed sign "Standard Clock" will be maintained at designated places, as shown in timetable.

At locations of standard clocks where time signal is not received, employe in charge of standard clock must obtain correct time from nearest train-order operator by telephone, during or after transmittal of time signal and set the clock.

**Rule 2.** Each of the following employes, and such other employes as may be designated, must carry, while on duty, a reliable railroad grade watch, and must carry a watch certificate, Form 2821, both of which must be presented to an authorized watch inspector for examination during the month of October of each year:

Conductors
Brakemen
Motormen

Employes must show their watches and certificates to officers, authorized watch inspectors and traveling watch inspectors upon request.

**Rule 3.** Conductors and motormen must compare their watches with a standard clock, and conductors must compare time with their motormen, when commencing each days work; conductors must compare time with their brakemen as soon thereafter as practicable. Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule.

## TIMETABLES

**Rule 4.** Each timetable, from the moment it takes effect, supersedes the preceding timetable.

**Rule 4-B.** Special instructions in a timetable supersede any rule or regulation of the Rules and Regulations of the Transportation Department with which they conflict.

Timetable bulletins will be issued by authority and over the name of the Superintendent, and will be numbered consecutively during the effectiveness of each timetable, and bear the number of the current timetable. They will contain only information or instructions relating to the rules or movement of motors; supersede special instructions in the timetable or any rule or regulation of the Rules and Regulations of the Transportation Department with which they conflict, and expire with the current timetable.

Trainmen, motormen and others concerned in the movement of motors must review timetable bulletins when commencing each days work, and review other instructions relating to their duties as often as practicable.

**Rule 6-A.** The following symbols when placed at right of station name indicate:

B—Bulletin station.
D—Diesel fuel station.
Y—Wye or turning track.
P—Telephone.
K—Standard clock.



## SIGNALS AND THEIR USE

**Rule 7.** Employes whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

**Rule 7-A.** In backing motor or cars, or shoving cars ahead of motor, the disappearance from view of trainmen or lights by which signals controlling the movements are being given must be construed as a stop signal.

**Rule 8.** Flags of the prescribed color must be used by day, and lights of the prescribed color by night.

**Rule 9.** Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition. Night signals must be displayed from sunset to sunrise.

**Rule 10.** Color signals:

(a) Red.....Stop.
(b) Yellow.....Proceed with caution.
(c) Green.....Proceed.
(d) Blue.....Men at work.

**Rule 10-G.** When an unattended red flag or red light is displayed to the right of track in direction of approach, motor, after stopping, must be preceded for a distance of one-fourth mile from point where signal is displayed, by a flagman who must carefully examine track and structures.

**Rule 10-H.** When a yellow signal is required it will be displayed to the right of track in direction of approach, one-fourth mile from structure or track over which speed of motors must be restricted.

Motors must not exceed the speed specified by timetable bulletin, or ten miles per hour if no different speed specified, while passing over the structure or track affected, until the rear of movement clears the restricted limit.

When yellow signals are displayed and the speed is not specified by timetable bulletin, motors must proceed expecting to find an unattended red signal that may be displayed one-fourth mile beyond the yellow signal.

A green metal signal by day, and in addition a green light by night, will be displayed to right of track at the limit of restriction, and trainmen will give signal 12(c) after rear of movement has passed it.

**Rule 12.** Hand, Flag and Lamp signals:

| Manner of using | | Indication |
|---|---|---|
| (a) | Swung at right angle to track | Stop |
| (b) | Slight horizontal movement at arm's length at right angle to track | Reduce speed |
| (c) | Raised and lowered vertically | Proceed |
| (d) | Swung vertically in a circle at right angle to track | Back |
| (e) | Swung horizontally above the head at right angle to the track when standing | Apply air brakes |
| (f) | Held at arm's length above the head, when standing | Release air brakes |
| (g) | Any object waved violently by anyone on or near the track | Stop |

**Rule 14.** Motor whistle signals:
Note: "o" is for short sound, "—" for longer sounds.

| Sound | Indication |
|---|---|
| (a) o | Apply air brakes. Stop. |
| (b) — — | Release air brakes. Proceed. |
| (g) o o | Answer to any signal not otherwise provided for. |
| (h) o o o | When standing, back. |
| (i) — — o — | Approaching public crossings at grade; to be commenced sufficiently in advance to afford ample warning but not less than one-fourth mile before reaching a crossing, and prolonged or repeated until motor has passed over the crossing. |
| (j) Succession of short sounds | Alarm for persons or livestock on the track. |

**Rule 17-A.** When a motor is running by day, headlight must be displayed to the front in direction of movement, when such movement involves crossing of streets, roads or highways at grade.

When a motor is standing or running by night, headlight or white light, if no headlight, must be displayed to the front and rear. When coupled to a car, headlight next to car must be extinguished.

**Rule 17-B.** If headlight fails, a white light must be substituted.

**Rule 26.** When employes are working between, upon, in or under a motor or units, car or cars for purposes of inspection, repair or service of any of them a blue sign reading "Men at Work" (White lettering on blue background) must be displayed at each end of track or equipment to which coupling can be made. If motor is attached to car or cars, blue sign on motor end must be displayed on motorman's side of cab. On tracks regularly assigned for repairing of cars a blue sign must be displayed on a standee on the track or between rails of the track and switches leading thereto must be locked with a special lock.

At night a blue light must be attached to each blue sign prescribed herein.

Signs or lights must not be removed by any person other than the employe who placed it, or by an authorized employe.

A motor, car or cars protected by a blue sign must not be moved nor coupled to, or other equipment placed so as to obstruct the view of the signs or lights.

When repair work is to be done between, upon, in or under a motor or units, car or cars and blue signs are not available, motorman must be orally notified by the employe in immediate charge of the work and complete understanding had to prevent movement while work is being performed. The same employe is required to notify the motorman orally when the work has been completed.

**Rule 30.** The motor bell must be rung when motor is about to be moved; while approaching public crossings at grade, beginning sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching a crossing and continuing until motor has passed over the crossing; and elsewhere when necessary as a warning signal.



**Rule 31.** The whistle must be sounded at all places where required by rule or law, and elsewhere when necessary as a warning signal. When visibility is impaired by fog, storm or otherwise, the whistle must be sounded frequently as a warning to trackmen and other employes who may be working on or about the track.

**Rule 33.** Trainmen flagging traffic at highway crossings must use red signals when necessary to stop traffic. They must not give proceed signals to highway traffic.

**Rule 35,** The following signals must be used by flagmen:
Day signals: A red flag, torpedoes and fusees.
Night signals: A white light, torpedoes and fusees.

## MOVEMENT OF MOTORS

**Rule 81.** A main track must not be occupied without authority, and must not be fouled until by observation or protection by flagman, the motorman or conductor, as the case may be, is assured that it is safe to do so.

**Rule 93.** Within yard limits motors, after complying with provisions of Rule 81, may use main track without flag protection against motors.

Motors must move with caution on main track within yard limits.

**Rule 98.** Motors must approach junctions and railroad crossings at grade, prepared to stop.

**Rule 103.** When cars are pushed by a motor, except when switching, and even in above exception when conditions require, a member of the crew must take a conspicuous position on the leading car. By night he must display a white light.

**Rule 103-A.** Before kicking or dropping cars over a public crossing a member of the crew must take position at crossing to afford protection to traffic while movement is being made.

Switches must not be left open nor cars left standing longer than necessary, on main track or other tracks within operating limits of wigwags, crossing bells or other warning devices.

In general, highway crossing signals are so designed that they will not operate for motors making a reverse movement after having passed over the crossing. Before such reverse movement is made a member of the crew must take position at the crossing to afford protection to traffic while movement is being made, unless it is known the signal is operating.

**Rule 104.** Trainmen, (motormen if no trainmen) are responsible for the proper setting of hand-operated switches and derails to be used by their motor, and for their return to the proper position after use. Motormen must see that the switches and derails immediately ahead of motor in direction of movement are properly set.

**Rule 104-A.** If a rigid switch is run through, it is thereafter unsafe. If a motor or car is run partly through a rigid switch, the movement must be continued. Switches damaged in this way must be reported to the proper authority, and when practicable, section foreman notified. They must be spiked unless section foreman takes charge.

**Rule 104-B.** Before making a running switch, stop must be made, brakes tested, and switch tried. The motor must be kept on straight track, when practicable.

**Rule 104-C.** When a motor is clear of main track, to be met or passed by another motor, employes must not unlock derails or switches, nor be between the fouling point and main track switch. They must not be within 150 feet of any main track switch until the approaching motor has passed.

When a motor is on main track to be met or passed by another motor and a switch is to be set for the approaching motor to enter another track, employe, after securing the switch must take position at least 150 feet away from the switch while approaching motor is passing over it.

When a switch is thrown, the employe setting it must see that both points have moved to the proper position. A switch must be fastened as soon as thrown either way; and when locked, the chain pulled to insure that lock is securely fastened.

Neither switch of a crossover may be opened when there is a motor or car closely approaching either switch. When crossover movement is to be made by a motor both switches must first be opened before the movement is commenced.

An employe alighting from a motor or car to change position of a switch behind such movement, must get off rear of rear car, when practicable, or, when not practicable, on opposite side of track from switch stand, unless it is unsafe to do so. While a movement is being made over a switch any member of the crew in the vicinity of such switch must take a position on opposite side of track from switch stand when practicable, and when not practicable to do so, must take position not less than twenty feet from the switch stand.

**Rule 106.** The conductor and motorman are responsible for the safety of the motor, movement and the observance of the rules, and under conditions not provided for by the rules, must take every precaution.

**Rule 108.** In case of doubt or uncertainty, the safe course must be taken.

## GENERAL REGULATIONS

**Rule 801.** Employes who are insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, will not be retained in the service.

**Rule 802.** Indifference in the performance of duties will not be condoned. Civil, gentlemanly deportment is required of all employes in their dealings with patrons, the public, their subordinates and each other. Boisterous, profane, or vulgar language is forbidden. Employes must not enter into an altercation, but will report the facts to their immediate superior.

**Rule 804.** Misconduct or negligence affecting the interests of the Company will not be condoned and must be reported. Withholding such information will be considered proof of negligence or indifference, and treated accordingly.

**Rule 807.** The affairs of the Company must not be divulged nor access to the Company's records permitted, without proper authorization.

**Rule 810.** Employes must not engage in other business without permission of the proper officer. They must not absent themselves from their employment without proper authority. They must report for duty at the prescribed time and place, remain at their post of duty, and devote themselves exclusively to their duties during their tour of duty.

An employe subject to call for duty must not absent himself from his usual calling place without notice to those required to call him.



**Rule 812.** Employes of this Company, while performing service or operating motors on the tracks of another railroad, are under the jurisdiction of the railroad on whose tracks the service is being performed.

**Rule 820.** In case of damage to motors, cars or structures involving the security of freight or other Company property, it is the duty of all employes to see that arrangements are promptly made for its protection against loss through pilferage or other causes.

**Rule 821.** In case of extraordinary rain storm or high water, motors must be stopped, and bridges, trestles, culverts, and other points subject to damage, examined by conductor and motorman, or motorman if there is no conductor, before proceeding.

Speed of equipment over inundated tracks must not exceed 3 M.P.H., and movement must not be made if the depth of water above top of rail exceeds 3 inches.

**Rule 822.** Employes are warned not to get on or off a motor or car in rapid motion.

Employes must face the equipment in descending ladders on motors or cars, whether standing or moving.

When a movement is being made, employes must not stand or ride between motor and car, or between two motors, either on footboards or pilots. They must not go between motor or car in motion. Employes are forbidden to ride on footboards of motors in direction of movement except for the purpose of uncoupling car from motor and are forbidden to take position either seated or standing, on handrails of motors.

If uncoupling lever on one side fails to work, lever on the other side must be used. When necessary to change the alignment of couplers, cars must be stopped, and under no circumstances must attempt be made to adjust couplers with foot or hand, or raise lock pin by hand, while cars are moving.

If necessary to make change or repairs to couplers, the action must be understood by all employes who may, through misunderstanding, move or cause cars to be moved; the cars should be separated not less than one car-length to reduce possibility of injury, should they be moved by mistake. Employes should, when possible, avoid standing directly in line with couplers while making repairs.

**Rule 822-A.** Trainmen standing on top of moving cars must take positon about middle of car to avoid falling off in case of sudden stop, jerk, or slack action. When standing on top of caboose they must stand back of cupola.

**Rule 823.** Electric light and power wires must be considered alive at all times. Employes must not depend for their safety on the insulation of wires. Employes noticing dangling wires or wires sagging over track, must avoid coming in contact with them. They must provide, if possible, such protection as will insure the safety of themselves and others, and promptly notify the proper authority.

**Rule 824.** On grades, before motor is cut off at stations to do work, or at any stop of unusual length, a sufficient number of hand brakes must be set to hold the cars and the air released. Both conductor and motorman will be held responsible for compliance with this rule.

**Rule 825.** Cars must be kept clear of any street or public crossing, and at least one hundred feet from the crossing when practicable.

A sufficient number of hand brakes must be set to hold cars; if brakes are inoperative, cars must be secured otherwise. When cars are set out on a grade they must be coupled, if practicable, and in addition to brakes being set, wheels must be blocked.

When wooden cars are stored on tracks without fire protection, an opening of at least forty feet must be made every five car-lengths.

**Rule 827.** Trainmen must be in position to observe their motor while running, particularly while rounding curves and approaching or leaving stations.

**Rule 830.** Motors when standing or switching must not block traffic on street or public road crossings longer than necessary.

**Rule 836.** Cars must not be shoved ahead of motor between stations when it can be avoided. When necessary to do so, speed must not exceed ten miles per hour.

**Rule 837.** Switching must be carefully done, and cars must be carefully handled, to avoid shocks from abrupt starting or stopping, or from impact in making coupling, and to prevent damage to cars or contents.

Before fouling any track it must be known that motors or cars on adjacent tracks will clear.

**Rule 843.** The general direction and government of a motor is vested in the conductor, and all other persons employed on the motor will obey his instructions. Should there be any doubt as to authority or safety of proceeding, he will consult with the motorman, who will be responsible with him for the safety and the proper handling of the movement and such use of signals and other precautions as circumstances may require. Conductors must be governed by the direction of agents within yard limits and in doing work at stations.

**Rule 863.** In case of personal injury, loss of life or damage to property, conductors must furnish reports of facts, with names and address, and written statement when possible to obtain it, of each person who witnessed or has information concerning the accident.

**Rule 866.** Conductors are responsible for the security of freight while in their charge, seals and fastenings of cars must be examined and record made of imperfect or missing seals, also of seals that may be applied by them.

**Rule 872.** Motormen must know before starting each day's trip that their motor is equipped with the prescribed signals, tools, supplies and that flagging equipment is in serviceable condition.

**Rule 874.** Motormen must be alert in all matters pertaining to safety and while running must keep a constant and vigilant lookout, carefully note all signals, observe position of switches and derails affecting their movement, and watch for obstructions and defects in track. They must frequently look back for signals and indications of defects in movement, especially while rounding curves and approaching or leaving stations.

**Rule 875.** So far as practicable motormen must observe all wigwags and other crossing warning devices, and must report any that are out of order.

**Rule 883.** When a motor is left without an employe in charge, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain, reverse lever removed from control stand and cab doors locked. If live motor, independent brake also must be placed in full application.

Motors or cars must not be left on any track blocking movements on adjoining tracks.



### Air Compressors

1. Air Compressors must not be permitted to load unnecessarily nor to operate without adequate supply of lubricating oil. If difficulty develops with air compressor which cannot be corrected by positioning of the manual unloader valve, diesel motor must be stopped. Diesel motor must be stopped before measuring oil level in air compressors not equipped with sight glass.

### Motormen

2. Before starting each trip or shift, and at every opportunity thereafter, condensation must be drained from reservoirs, and from moisture and dirt collectors.

Motormen, when taking charge of motors, must know that the brakes are in operative condition; that all brake cylinders are cut in, and that all hand brakes are released. Pressure indicated on the brake cylinder gage does not necessarily mean brake cylinders are cut in.

Motormen must know the sanders are operating properly when taking charge of a motor and must inspect the sanders at every opportunity while the motor is in his charge.

When taking charge of a motor, the motorman must report any flat spots found on wheels to the foreman in charge. If flat spots are detected after leaving departure track or wheels are slid flat enroute, wire report to Superintendent and Master Mechanic must be made from first available point of communication with written report on prescribed form rendered on arrival at terminal.

### Standard Pressures

3. Standard brake pipe pressure for motors is 80 pounds. Should the proper control of a movement make it necessary, the use of 90 pounds brake pipe pressure is permissible.

STANDARD AIR BRAKE PRESSURES ON MOTORS — POUNDS

**Main Reservoir**

| | High Pressure Governor | Low Pressure Governor |
|---|---|---|
| Diesel Freight | 140 | 130 |

| | Brake Pipe | Reducing Valve | Safety Valve |
|---|---|---|---|
| Diesel Freight | 80 | 40 | 45 |

### Observing Equipment

4. Motormen must observe the air gages with sufficient frequency to note promptly and act accordingly on any improper condition shown thereby. It is essential they observe them before and while making applications and releases. Motormen must observe length and strength of brake pipe exhaust during automatic brake operation as an added assurance that there is no closed angle cock or other obstruction in the brake pipe near the head end of movement. When motors are coupled, each motorman must note if running test is made and if brakes are operative on motor in his charge.

The conductor is responsible for frequent observance of the air gage on caboose. If any hazard to safe operation develops while running, needed precautions must be taken promptly by the use of signals, conductor's valve, emergency brake valve or the setting of hand brakes, as circumstances warrant.

### Surprise Stop

5. In making a stop with a movement where circumstances make it desirable to work power to the stopping point or when time will not permit the adjusting of slack, apply the automatic brakes in service or emergency, as conditions require, while keeping the motor brakes released, gradually

closing the throttle and developing motor brake cylinder pressure as the speed reduces so the throttle will be closed, the motor brake fully applied and sanders open as motor comes to a stop.

In case an emergency brake application originates from any source other than the brake valve, the brake valve handle should be placed in emergency position.

When the automatic brake valve handle is placed in emergency position it must be left there until movement stops. When stop has been completed and the PC switch recovered, allow sufficient air to pass through the brake pipe to enable trainmen to locate the cause. Release must not be attempted until after 70 seconds have elapsed.

Except as otherwise provided, should air brakes apply from other than the motorman's brake valve at a less than an emergency rate of reduction, gradually reduce the throttle to idle if in an open position, and when approximately 40 feet from point where movement will stop, place automatic brake valve in LAP position and apply independent brakes.

### Adding Cars to Movement

9. When one or more cars are added to a movement between terminals trainmen must see that hand brakes are released before cars are moved.

### Conductor's Valve

16. Should there be immediate danger to life or property the valve must be immediately opened to full extent and left in that position until movement stops, then closed.

### Grade Braking

18. When using the cycle method of braking on descending grades build up brake cylinder pressure by making light brake pipe reductions consistent with grade, speed and weight of movement. Motor brake must be allowed to apply with other brakes.

### Cutting Out Brakes

20. The proportion of air brakes in operation must at no time be less than 85% of all the cars in a movement. On ascending grades rear car must have operative air brake.

When defects in the air brake equipment develop between repair points and cannot be corrected without serious delay, cut out the brake. The following method will be used when necessary to cut out brakes:

Car with AB brake equipment:

Close the branch pipe cut-out cock and drain both auxiliary and emergency reservoirs by fully opening release valve.

### Initial Terminal Air Brake Test.

22. All movements must be given inspection and test as specified in this rule at Initial Terminal.

Air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum.

After the air brake system on a movement is charged to within 15 pounds of the setting of the feed valve on the motor, but to not less than 60 pounds, as indicated by an accurate gage at rear end of movement, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gage, which must not exceed 5 pounds per minute, after which brake pipe reduction must be increased to full service. Inspection of the brakes must be made to determine that angle cocks are properly positioned, brakes are applied on each car, piston travel is correct, that brake rigging does not bind or foul and all parts of the brake equipment are properly secured. When the inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.



### Road Air Brake Tests

24-B. At a point other than initial terminal where crew, motor or caboose is changed, or where one or more consecutive cars are cut off from the rear end or head end of movement with consist otherwise remaining intact, after brake system is charged to within 15 pounds of feed valve setting on motor, but not less than 60 pounds as indicated at rear of movement, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

Before proceeding it must be known that brake pipe pressure as indicated at rear of movement is being restored.

24-C. At a point other than a terminal where one or more cars are added to a movement, and after the brake system is charged to not less than 60 pounds as indicated by a gage at the rear of a movement, tests of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gage after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service and it must be known that the brakes on each of these cars and on the rear car of movement apply and release.

Before proceeding it must be known that brake pipe pressure as indicated at rear of movement is being restored.

### Overcharge

35. If the brake system has been overcharged 10 pounds or more while running, brake valve handle can be placed in a position or feed valve adjusted to maintain such overcharge until correction can be made.

In reducing an overcharge the automatic brake valve may be used, making the necessary number of reductions to overcome any overcharge.

With AB equipment for every 10 pounds overcharge, two full service brake applications and releases must be made or auxiliary and emergency reservoirs drained.

73. When the brake pipe pressure is reduced 10 pounds there will be approximately 25 pounds in the brake cylinder.

With 80 pounds brake pipe pressure, a service reduction of approximately 22 pounds will fully apply the brakes in service; with 90 pounds brake pipe pressure, a service reduction of approximately 26 pounds will fully apply the brakes in service.

## CARS

**Rule 170.** The conductor will report on Form S-2809 all known defects on cars in his train on arrival at terminals.

**Rule 177.** A motor must not leave its initial station without first testing the air brakes.

**Rule 181.** Not more than two consecutive brakes in a yard train movement may be cut out and maintain emergency action throughout the movement.